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Hongkong, 1st October, 1908. [a40-2]

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Hongkong, 4th May, 1909. [a692]

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Hongkong, 1st April, 1909. [a549]

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Hongkong, 15th April, 1909. [a35]

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Hongkong, 9th April, 1909. [a33]

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BILLIARD TABLE MAKERS AND IVORY TURNERS,

Hongkong, 6th April, 1904. [a43-2]

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New Light on Ancient Egypt, by G. Maspero ...	10.00	Sa'di's Scroll of Wisdom, by Shaikh Sa'di ...	1.75
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The Flight of an Arrow, by Author of "Lai Sing" ...	2.25	The Sayings of the Lao Tzu ...	80
The Nightless City. The History of the Yonishians, by J. E. de Becker, illus.	12.50	The Dialects of the Heart ...	80
Many Mansions. Studies in Oriental Religions and Modern Thought, by W. S. Lilly ...	5.25	The Classics of Confucius (Shu King) ...	80
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Hongkong, 16th October, 1907. [176]

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Consisting of—  
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Hongkong, 23rd April, 1909. [649]

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Care of "Daily Press" Office.  
Hongkong, 6th April, 1909. [578]

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Hongkong, 7th May, 1909. [714]

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Hongkong 1st April, 1908. [48]

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Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES, Manager.  
[a42]

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Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [a651]

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APPROACH FROM KENNEDY ROAD AND  
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"Braeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907. [a44]

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A thoroughly First-Class and Up-to-Date Hotel  
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Large and Airy Rooms, affording every comfort  
to Residents and Tourists.  
Table D'Hôte at Separate Tables.  
MODERATE RATES.

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M. MATTHEW,  
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Hongkong, 5th October, 1908. [a43]

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(HOTEL-SANITARIUM OF SOUTH  
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A most pleasant retreat for those desirous for  
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Two steamers (S.S. Sai An and Sai Tin) daily to  
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Telegraphic address—"VICTORIA, SHAMKIN."

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Comfortable Rooms, excellent cuisine.

Situated five minutes ride by rickshaw from  
German Consulate.

MISS E. WILL,  
Proprietress.  
Swatow, 1st April, 1909. [a552]



## INTIMATION

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GUINNESS' STOUT  
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Hongkong, 26th April, 1909.

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The Daily Press.

HONGKONG, MAY 12TH 1909.

ANYTHING written now about the boycott of Japanese shipping and commerce in South China will strike most of our readers as an excursion into history which is becoming ancient. No mention of the subject has been made of the matter in the Chinese Press for some time, but we learn from the Press of Japan that the movement is still "vigorous," and we must therefore suppose that a conspiracy of silence prevails in South China. Though all outward show of hostility is wanting, an Osaka paper tells its readers that the boycott is still secretly active and, in fact, increasing in its effectiveness all over China, but especially in Hongkong and Canton. While it may be true that shipments from Japan to South China show no improvement, and even continue to decline, we do not think it necessarily follows that the Chinese feeling of hostility to Japan is as intense as it was six months ago. Appearances are certainly against the statement. What over the real explanation of the declining trade may be, so far as the Chinese in Hongkong are concerned it is certainly not due to a greater intensity of feeling against Japan. The injury done to Japanese trade by the boycott is more permanent than the feelings of hatred which inspired the movement, and an explanation of the continued decline in Japanese trade is to be sought rather in the diversion of trade which occurred when the boycott started, and the stimulus the movement gave to native enterprises. If the boycott led to the cultivation

tion of new tastes and the acquisition of new habits—as must undoubtedly have been the case—it would be hopeless to anticipate that, as soon as the boycott movement is suppressed the trade will revert to its former channels. The Chinese are as conservative in their business as in their social and political customs, and it is a generally recognised feature of business in China that when once a particular brand of goods has been established in popular favour, it takes a great deal of business push to induce purchasers to give their preference to the rival commodity. Shortly after the boycott started much was heard of the stimulus given to native enterprises and of the creation of new ones. How far these have developed as a result of the boycott, firms who are specially interested in the particular lines of trade affected are in the best position to judge, but there can be no doubt whatever that the stimulus given by the boycott to native industries has materially affected the import, and this combined with the diversion of many branches of trade into other channels, precludes the hope that a complete restoration of amicable relations between Chinese and Japanese traders will be followed by the return of the full tide of business prosperity which the Japanese merchants enjoyed before the unfortunate contretemps occurred. We do not go so far as to say that the feeling of hostility to the Japanese in South China has completely died out. It is only too plain to everyone that there are in Canton plenty of people only too eager to fan into flame the dying embers of the strife; and the Tripas Island incident has served their purpose well; but we do not think the suggestion can be substantiated that the Chinese throughout the country are still deliberately intent on the destruction of Japanese trade in a spirit of revenge. An Osaka journal makes an appeal to the Tokyo Foreign Office to institute an immediate investigation into the matter. We do not doubt that the Foreign Office in Tokyo is kept well informed of the situation, but it is difficult to see what action they can take in the circumstances. We note, by the way, that at the request of the Foreign Office the Toyo Kisen Kaisha has recently submitted a statement in which the losses the Company has suffered from the boycott movement are estimated as being, for twelve months, Yen 543,200 in passenger traffic, and Yen 156,800 in goods freight—altogether in round figures Yen 700,000. From the statement of this one company we may form some idea of the prodigious losses entailed by the boycott on the shipping and commerce of Japan as a whole. Movements of this nature, which of late years the Chinese have shown themselves increasingly prone to adopt cannot therefore be lightly regarded. It is war—disastrous war—waged with kidgloves.

Two United States gunboats are under repair at the Taitoo Dock.

The Imperial Brewery is advertised for sale by auction, Mr. Lamert being the auctioneer.

One case of plague, fatal, was reported yesterday, bringing the total for the year up to 51.

For trespassing on the compound of the Central Police Station Mr. F. A. Hazeland yesterday fined eleven coolies \$15 apiece.

The manager of the Ice Company was fined \$7 by Mr. F. A. Hazeland at the Magistracy yesterday for obstructing the roadway in Great George Street, East Point.

The owner of eight trucks which were causing obstructions in different parts of the Central district was yesterday fined \$40 by Mr. F. A. Hazeland at the Magistracy.

At the Magistracy yesterday Mr. F. A. Hazeland sentenced a coolie to six months imprisonment and six hours' stocks for returning from banishment.

Among the large number of residents who left for Home by the *Montevideo* yesterday were Lady Piggott, and the Rev J. H. and Mrs. France.

The Treasury was enriched yesterday to the extent of \$310 through Chinese merchants neglecting to stamp receipts. Sixteen summonses for this offence were heard by Mr. F. A. Hazeland at the Magistracy yesterday and fines ranging from \$5 to \$25 were imposed on the offenders.

The programme of the second Gymkhana to be held at the Happy Valley on Saturday the 29th inst is now published. There are, as usual, six events, including a five-furlong flat race; a welter race over half a mile; the Gymkhana Stakes, one-mile, tent pegging in sections of three; one mile flat race, and a mile and a quarter flat race, handicap.

Mr. Joslin, second officer of the China and Manila s.s. Co.'s steamer *Zafra*, who commanded the *Saitam* when the vessel was pirated on the West River, succumbed on Monday night at the Government Civil Hospital to heat apoplexy. As a mark of respect the flags of the s.s. *Ruby* of the same line, were flying at halfmast yesterday when the funeral took place.

Admiral Sir Frederick Bedford K.C.B., retiring Governor of Western Australia, accompanied by Lady Bedford and Miss Bedford, have been guests of H.E. the Governor this week. Admiral and Lady Bedford went on by the French Mail steamer to Japan.

Vice-Admiral Sir Hedworth Lambton and that part of the China Squadron which has accompanied him here, says writer in the *Japan Gazette*, are receiving a most hospitable welcome. Entertainments, most of them in Tokyo, on their behalf have already been arranged for nearly every day next week. It is good news that another British man-of-war is to be in port over Empire Day, and it is hoped that the "handy men" will come ashore and repeat the successful part they played in last year's celebration.

In view of the unsatisfactory state of horse-racing affairs in Japan, the Vladivostok Race Club, which is under Government control, has been approached by several of those interested in racing in Japan, with the idea of affording Japan racing men facilities for sending their horses to race at Vladivostok. The Committee of the Vladivostok Club are very anxious to offer every possible inducement to horse-owners to send their horses to Vladivostok on account of the present scarcity of race-horses at that port, and have made proposals for their Autumn Meeting.

## GOVERNMENT HOUSE.

There was an Official Dinner at Government House last night, to which the following guests were invited: Governor-General Smith, of the Philippines, Sir Francis Pigott, Hon. Mr. and Mrs. May, Hon. Mr. and Mrs. Pollock, Mr. and Mrs. Dunn, Mr. Law, Hon. Mr. Howett, Mr. Henry Berkeley, Mr. Gedge, Col. Darling, Capt. Greenway, Lt.-Col. and Mrs. Bayard, Rev. and Mrs. Dallas Egan, Commander Grenfell, Mrs. Volpicelli, Mr. Stuart J. Fuller, Mr. Watanabe, Mr. and Mrs. Butcher, Mr. Craddock, Captain and Mrs. Murray, Lt.-Col. Mrs. and Miss Chapman, Mr. Enright, Lieut. Greenwell.

## THE HIPPODROME CIRCUS.

On Monday night the Circus management offered prizes of \$50 and \$10 to local equestrians, the former amount to the man who could stand on a horse as it cantered once round the ring, and the latter amount to the man who stayed on longest. None of the competitors were agile enough to carry off the first prize, but the second was won by Lance-Corporal Page of the Buffs.

His Excellency the Governor has promised to attend the special performance at the Circus this evening. On this occasion the management will present one third of the gross receipts to local charities. For the convenience of residents on the Peak who may wish to be present, arrangements have been made for the running of special cars after the performance.

The last night of the circus is advertised for Thursday. From Hongkong the circus goes to Japan.

To-morrow in addition to the usual programme, there will be some boxing events, and it is expected that a bumper tent will assemble to take leave of the Hippodrome performers.

## HONGKONG TENNIS LEAGUE.

FIXTURES, 1909.

May 15—  
Talkoo v. Craigengower.  
Chinese Y.M.C.A. v. Y.M.C.A.  
Kowloon v. Lusitano.May 22—  
Talkoo v. Chinese Y.M.C.A.  
Craigengower v. Schoolmasters.  
Y.M.C.A. v. Civil Service.June 5—  
Talkoo v. Schoolmasters.  
Civil Service v. Craigengower.  
Kowloon v. Ch. Y.M.C.A.  
Y.M.C.A. v. Lusitano.June 12—  
Talkoo v. Kowloon.  
Schoolmasters v. Y.M.C.A.  
Chinese Y.M.C.A. v. Craigengower.  
Civil Service v. Lusitano.June 19—  
Chinese Y.M.C.A. v. Schoolmasters.  
Y.M.C.A. v. K. Wilson.  
Talkoo v. Civil Service.  
Craigengower v. Lusitano.June 26—  
Kowloon v. Schoolmasters.  
Talkoo v. Lusitano.  
Civil Service v. Chinese Y.M.C.A.  
Craigengower v. Y.M.C.A.July 3—  
Schoolmasters v. Civil Service.  
Kowloon v. Craigengower.July 10—  
Talkoo v. Y.M.C.A.  
Civil Service v. Kowloon.  
Schoolmasters v. Lusitano.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 11th at 11.55 a.m.—The barometer has fallen moderately over the Bonins and risen elsewhere particularly in the North.The shallow depression lying near the Loo-choo yesterday, appears to have reached the neighbourhood of the former area.  
Pressure is high over China and the N. part of the Sea of Japan.

Fresh N.E. and E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong &amp; Neighbourhood E. winds, fresh; fair.

Formosa Channel S. breeze as No. 1.

South coast of China between Hongkong and Loo-choo Same as No. 1.

South coast of China between Hongkong and Hainan Same as No. 1.

## TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## THE CHINA RAILWAY LOANS QUESTION.

LONDON, May 10th.

Reuters's Agency learns that at the meeting arranged to be held at Berlin on the 19th inst. the representatives of the German, Anglo-Chinese and Franco-Chinese Banks, and of the Chinese central-railways will consider the railway arrangements, and that there is every reason to believe that a settlement, satisfactory to all, will be reached.

It is declared that the Germans are interesting themselves in the Hankow-Szechuan line in exchange for the surrenders of interests in the Canton-Hankow line.

The "Times" correspondent at Peking criticises the Chinese railway arrangement as a humiliating surrender of British interests in return for permission to resume British vested interests in the Canton-Hankow line.

## THE PRICE OF SUGAR.

LONDON, May 11th.

Retailers have raised the price of sugar, the increase varying from a farthing to a penny a pound (according to quality).

This movement has no connection with the Budget.

## A STRIKE ENDED.

LONDON, May 11th.

The strike at Buenos Ayres is ended.

[FROM THE "CHUNG NGOI SAN PO"]

## CHINESE CONSULATE FOR HONGKONG.

PEKING, May 11th.

The Board of Foreign Affairs has decided to establish Chinese Consulates in Hongkong, Java and Colombo.

## PROPOSED NEW RAILWAY.

PEKING, May 11th.

The Board of Communications intends to raise a loan of 5,000,000 taels for the construction of a railway from Honan Province to Tung Kwan.

## ANTI-CHINESE FEELING IN MANCHURIA.

PEKING, May 11th.

The Governor of Hei Leung Kiang Province has informed the Peking Government that there is a strong anti-Chinese feeling in Manchuria amongst the Russian workmen.

## AN AIRSHIP EXPERIMENT IN JAPAN.

Mr. Charles K. Hamilton, an American aeronaut, carried out some experiments with his steerable airship over the Kawasaki race-course recently. The first flight was successful, lasting five minutes at a height of about one hundred feet. In the second flight the airship was in the air for about three minutes, when the engine sustained damage and the airship fell into the rice-field in the centre of the course, the propeller being broken. Repairs having been effected, the third trial was carried out at a height of about two hundred feet. As the airship was damaged by the fall in the second flight it listed, and had a narrow escape from falling on the ground stand. This was averted by Mrs. Hamilton, who promptly caught a rope thrown from the airship by her husband. In the second accident the airship was again damaged. The failure of the trial was attributed by Mr. Hamilton to the inexperience of the Japanese who assisted him. Mr. Hamilton's airship is 60 feet in length, the motor being of ten horse-power, with a running capacity of 21 miles, the speed being one mile per three minutes. This is the first airship flight made in Japan, *Japan Gazette*.

## LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. *Ten* left Manila on the 11th inst. and is due here on the 14th inst. The C.F.R. str. *Empress of China* arrived Shanghai at 4.30 a.m. on the 11th inst. and leaves again at 1 a.m. Wednesday for Nagasaki where she is due to arrive at 7 a.m. to-morrow. The S.N.K. str. *Shinkai* of Japan arrived New York on the 9th inst.

## SUPREME COURT.

Tuesday, May 11th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGGOTT).

THE GOVERNOR AS PLAINTIFF.

The hearing of the case was resumed in which H. E. the Governor was plaintiff, and Chu Ping, of 313 Des Voeux Road, was defendant.

The action was for the specific performance by the defendant of the agreement dated 19th December, 1889, whereby Chu Chuen (now deceased) agreed with the Governor of Hongkong, for the consideration therein mentioned, either to assign an equitable proportion of the reclamation to Marine Lot No. 53A, or to pay an equivalent sum of money to the owners of Sections B and D of the said lot. The plaintiff also asked for the specific performance of a second agreement dated 24th July, 1903, for certain declarations, and for costs.

The defendant denied that there was any action or ground of equitable relief to the plaintiff and that the statement of claim did not sustain a claim for the relief prayed for.

Mr. Pollock continued his speech and wished to put in the *Government Gazette* in support of his contention.

Mr. Shide however objected, stating that the Government were taking advantage of an error of their own in order to obtain an advantage over a third party.

His Lordship—It is a most extraordinary position.

Mr. Shide—There is nothing like it at home. The hearing was again adjourned.

## INTERESTING FORTUNE TELLING CASE.

THE DEFENDANT'S STORY.

The hearing was continued before Mr. F. A. Hazeland at the Magistrate's court yesterday afternoon, of the case in which a man named Fung Chun was charged with obtaining by a false pretence jewellery to the value of \$3,045.

Mr. Leo d'Almada, Castro (of Messrs. Goldring, Harlow and Morrell) prosecuted, and Mr. W. E. L. Shenton (of Messrs. Dawson, Lockyer and Deacon) appeared for the defendant.

The case for the prosecution having closed,

Mr. Shenton called the defendant, who said he was a Chinese letter writer. On February 6th the complainant and her amah visited him.

The latter called on him a week after his arrival in Hongkong, and asked him to write a letter for her. It was she who introduced him to complainant, who carried with her on her first visit a bundle of joss sticks.

The amah told him she had accompanied her mistress to a place of worship with the object of obtaining blessings. The mistress said she had obtained a quantity of divining papers, and asked him to explain the contents. One of the papers (Joss messages) was for herself; one prayed for wealth; and one was for her son.

On March 22nd complainant again visited him, being accompanied by her amah. She asked him to explain the divining papers, as she could not recollect the previous explanations. He agreed, and meantime complainant whispered in her amah's ear, and the amah went down into the street. Then complainant asked him of what part he was a native, remarking that he looked very much like her third uncle, who was well educated and walked in a very peculiar way. He walked very awkwardly, and when she was a child she liked to see him walk. She also said his feet had "three holes in them," and he asked how it was she knew it, and who she was. She said she was Ah Sang. He asked why she came to Hongkong, and she told him that when she was ten years old she was kidnapped and sold into a brothel. Subsequently she was taken into a family house by a man who bought her several thousand dollars' worth of jewellery. Further she told defendant that she had "a son from heaven." He remarked, "That is well. You have a husband, you have a son and you have wealth."

Did she tell you anything about her husband?—She said that since her child was born, the first wife learned of her position as second wife.

Did she say anything about her husband's character?—She said he had several wives, and that his wealth would soon diminish.

Did she say that would affect her in any particular way?—She said she was afraid that when her husband lost his wealth he would beg her jewellery.

Did she say anything about going back to the country?—She said she had no relations in Hongkong until she made his acquaintance, as uncle No. 3, and asked if he really was uncle No. 3. If so, she asked him to favour her by tracing her parents. If he could not, but if he was really uncle No. 3, she would ask him to take back some jewellery to the country. Then she would have something for the support of her mother and herself if misfortune overtook her husband.

Did she say anything else?—I told her she had nothing to be afraid of. If she accompanied me to the country I would be accused of kidnapping her with the object of securing her wealth.

Did she suggest anything about the amah becoming your god daughter?—She asked me if I had any objection.

Did the amah visit you on the following day?—Yes, she arrived with four boxes of sweetmeats and a parcel of fruit.

Why did she bring this?—She said with a smiling face, My mistress said we were both to become your god daughters, and instructed me to call you uncle No. 3. "Is that right?" He replied that it did not matter whether she called him uncle No. 3 or not.

After further evidence was taken the case was again adjourned.

## COMPANY MEETING.

THE DUNLOP RUBBER PLANTATION CO., LTD.

At the Annual General Meeting of the Dunlop Rubber Plantation Co., Ltd., held at their offices, No. 1, Prince's Building, Hongkong, on the 8th inst., the following report on the Company's property and the progress made during the year under review, was read by the chairman, Mr. T. E. GRIFFITH—

"At our last Annual General Meeting, held on 7th May, 1908, reference was made to the work done on the estate during the previous year. Since then, I am pleased to state very satisfactory progress has been made in the development of our property. Last year, besides the construction of over a mile of estate roadways, coolie lines and other necessary buildings, 220 acres of land were planted up with rubber, making in all 280 acres under rubber cultivation at the end of last year. Acting on the instruction of your directors, the estate was visited and reported upon in November last by Mr. Lushington, manager of Senawang Estate. The report was a very favourable one. Mr. Lushington stated that there is no doubt about the lay of land being an excellent one for the rapid growth of rubber. The report also mentioned that the cultivated portion of the estate was in good order and condition, the trees healthy, and the growth rapid. I am also pleased to state that so far no signs of disease or loss from white ants has been manifest. The health of the labour force employed on the estate has been remarkably good. On many rubber estates loss incurred by sickness is a very serious problem involving great expenditure and disorganisation of the labour force. During the year under notice I am glad to say there were no deaths from sickness on the estate and the total expenditure on medicines and hospital fees amounted to only \$106. From a health point of view I think that our estate compares very favourably with the majority of rubber estates in the F.M.S. or elsewhere. Our labour force consists of about 120 coolies of whom 70 are indentured Javanese. There was only one desertion during the year. In the State of Selangor the number of desertions from the various rubber estates in 1908 amounted to over 21 per cent. of the total number of indentured coolies employed. On many estates lost entailed by the desertion of coolies has proved to be a very serious item, and we may be permitted to congratulate ourselves upon the smallness of our loss under this heading. An additional area of about 30 acres of land along the river frontage of the estate was applied for and sanctioned by the F.M.S. Government making the total area of our estate 570 acres. A further 640 acres were applied for last February, which application is still under Government consideration. It is our intention, to have 500 acres of land planted up with rubber by the end of the present year. Most of the land has already been felled and the work of planting will be taken in hand as soon as the rainy season commences. Our property has also the advantage of being favourably situated for transport purposes. The estate is within 7 miles, by water, of the finest natural harbour in the F.M.S., namely, Lamut in the Dindings, where deep water can be got right alongside the shore, deep enough for the largest vessels. If they called there. The harbour is the most central in the F.M.S., and when the place is opened up there is no doubt but that a large export trade will pass through the Dindings from the States of Perak, Pahang, Kelantan and Trengganu. There is a possibility that Lamut will soon be connected by railway with the principal trade centre of Perak, namely Ipoh, which is within a distance of 40 miles. In such eventuality our property would increase in value very considerably."

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council is to be held on Thursday.

Among the business is the following Resolution to be proposed by the Hon. Colonial Secretary "Resolved that the Resolution regarding the running of Workmen's Cars by the Hongkong Tramway Electric Company, Limited, now known as the Electric Traction Company of Hongkong, Limited, passed by the Legislative Council on the 21st day of June 1906 be and the same is hereby rescinded."

The orders of the day are—  
First reading of a Bill entitled An Ordinance to amend the Law with respect to Children and Young Persons.First reading of a Bill entitled An Ordinance to amend The Larceny Ordinance, 1865.  
Second reading of the Bill entitled An Ordinance to amend The Public Health and Buildings Ordinances 1903-1908.

Second reading of the Bill entitled An Ordinance to amend The Life Insurance Companies Ordinance, 1907.

Second reading of the Bill entitled An Ordinance to amend The Code of Civil Procedure.

Second reading of the Bill entitled An Ordinance to amend The Evidence Ordinance, 1899.

Second reading of the Bill entitled An Ordinance to amend The Wireless Telegraphy Ordinance, 1903.

Committee on the Bill entitled An Ordinance further to amend the Merchant Shipping Ordinance, 1899.

Committee on the Bill entitled An Ordinance for authorizing the Construction of a Tramway within the Colony of Hongkong.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson &amp; Co., Ltd. Sole Agents.











## NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE  
NOTICE TO CONSIGNEES.  
FROM NEW YORK AND SINGAPORE.

## THE Steamship

"KORANNA."  
Captain Beare, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 12th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & CO.,  
General Agents.  
Hongkong, 6th May, 1909. [713]

## "SHIRE" LINE OF STEAMERS, LTD.

## NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MID-  
DESBRO, LONDON, COLOMBO  
AND STRAITS.

## THE Company's Steamship

## "DENBIGHSHIRE."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 14th inst., at 5 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

JARDINE, MATHESON & Co.  
General Agents.  
Hongkong, 7th May, 1909. [715]

## NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies.)

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

## THE Steamship

## "CAPEI."

having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

All Claims must be sent to the Office of the undersigned before Noon on the 17th inst., or they will not be recognized.

All Claims will be presented within ten days of the steamer's arrival here, after which date, they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & Co.,  
Agents.  
Hongkong, 7th May, 1909. [4]

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP,  
LONDON AND STRAITS.

## THE Steamship

## "GLENMURRET."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 14th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 14th inst., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & CO.,  
Agents.  
Hongkong, 7th May, 1909. [716]

## NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ, AND STRAITS.

## THE P. &amp; O. S. N. Co.'s Steamship

## "POONA."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here, as instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,  
Superintendent.  
Hongkong, 8th May, 1909. [1]

## NOTICES TO CONSIGNEES

S.S. "POLYNESIAN"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
NOTICE.

## CONSIGNEES OF Cargo from London ex

"Sidon" from Bordeaux ex "Ylla de Dunkirque" in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 A.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 17th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 17th inst., or they will not be recognized.

All damaged packages must be examined on MONDAY, the 17th inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,  
Agent.  
Hongkong, 10th May, 1909. [2]

## FROM EUROPE.

## THE H.A.L. Steamship

## "SENEGAMBIA"

Captain Eekhoorn, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed at consignees' risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,  
Hongkong Office.  
Hongkong, 10th May, 1909. [726]

## HAMBURG-AMERICA LINE.

## APENTA

## NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the Constipated, and the Obese.

## GOLD MEDAL.

St. Louis, 1904.

DOSE—A Wineglassful in the morning before Breakfast.

[607-1]

## AS SUPPLIED TO THE HOUSE OF

LODS, AND HOUSE OF COMMONS.

## THORNE'S

## OLD VAT

PER CASE

THE VAT WAS AWARDED BY THE LATE ROBERT SPENCER OF CHESHAM AND HAS BEEN SOLD AS SUCH SINCE

## SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

## APIOLINE

(CHAPOTEAUT)

For functional troubles, delay, pain and the irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vieille, Paris.

Sold by all Chemists.

[12-8]

## THE GOVERNOR-GENERAL OF THE PHILIPPINES.

HIS PARSWELL.  
The *despedida* given last evening by the political parties to the departing Governor-General says the Manila *Cable* of the 7th inst. was a great success from every point of view. The extensive banquet hall was filled from end to end and a spirit of harmony and good will reigned.

## THE GOVERNOR-GENERAL OF THE PHILIPPINES.

The speech of the evening was that of the Governor-General, who, when he rose from his seat to bid farewell to those among whom he had lived and labored eleven years, was greeted with long continued applause. He was well nigh overcome with emotion when those who had ever likely to get to the reminiscences of Sir Robert Hart. One fancied, indeed, that it was his apology for the autobiography which he should all have liked him to write, but which personal modesty and reasons of high diplomacy forbade. Short of an autobiography there could not have been a more interesting account of Sir Robert's life than this by his niece, who has had every opportunity of studying a great man and his great work. Rightly the outstanding note is the personal one, because in personality there lies the secret of every career, and that of Sir Robert Hart is here illuminated by many an intimate touch of character, many an anecdote. Rightly, too, the word "romance" is used, for in this sense we have a story to be mentioned beside that of Sir George Grey, the most romantic figure among our Victorian protagonists.

DESTINY!  
The Irish boy, what will he become? Mrs. Brodon's annals of the early years of Sir Robert Hart are almost a natural preface to what follows, as so, with a knowledge of what did follow, they seem to the reader. The simple heart, the clear head, the strong mind—you have only to put them in the setting of the human setting—of China and her problems, half a century ago, and you see the Appian Way which Sir Robert Hart was to drive through the history and progress of that country. No part of Mrs. Brodon's narrative is more interesting than where she writes of the Tai-Ping Rebellion, of "Chinese" Gordon, and of Li Hung Chang, because Sir Robert also played his part in the settlement of that affair, and we feel as if we were hearing his version of things, new lights for old.

HISTORIC EVENTS.  
It is historic Gordon's quarrel with Li Hung Chang for executing the Tai-Ping princes who surrendered after the taking of Soochow. But what happened following the execution is told by Mrs. Brodon with new detail and colour.

"When Gordon heard of it he was as angry as only a passionate nature such as his could be. The idea that his unspoken word of honour to helpless prisoners had been broken for him made him mad with fury. Out into the city he went, revolver in hand, to look for Li, and to avenge what he called the 'murder.' His sense of his own guilt was certainly morbid, morbid, too, was his treatment of the head of the Na Wang, which he found exposed in an iron lantern on one of the city gates. He brought it home, kept it for days beside him, even laying it on his bed, and kneeling and asking forgiveness beside it. The Na Wang's son he adopted into his bodyguard. No father could have treated his own child more tenderly. I believe, not once, but a dozen times, in an afternoon, he would turn to the boy and ask wistfully, 'Who are you?' receiving the same soft answer, 'I am your son,' each time with the same pleasure."

A PEACEMAKER.  
Sir Robert Hart was called in to make peace between Gordon and Li Hung Chang. "Li promptly explained his action by justifying his policy from his own point of view, and that was all," he said, "I meant to keep my word as to the Prince's safe-conduct; but when I saw those fellows come in, with their hair long, the very sign of rebellion, and only wearing the white badge of no mission in their buttonholes, I thought it such insolence that anger overcame me, and I gave the order for their execution. But it was my doing, not Gordon's, that had been violated."

At the close of the rebellion the Chinese Government wanted to suitably reward Gordon, and unsuitably offered him a sum of money. Furious at being treated as what he called "an adventurer," he chased the messenger, who brought the offer out of the camp. Marvelling at the man who refused money and not knowing what to do, the Chinese turned to the "I. G."—the Inspector-General of Maritime Customs—and Sir Robert "sounded" his friend.

"Tell Wen Hsing" (then Premier), was Gordon's answer, "that though I have refused the money, I would like a Chinese costume." Accordingly, by Imperial Decree, a costume was sent him, and on Hart's suggestion, the famous Yellow Jacket was added.

By this time Sir Robert Hart was himself firmly established in the regard and confidence of the Chinese. If there was a difficulty to solve, especially a foreign difficulty—they naturally turned to him.

"What is your secret power of settling a difficult matter?" a friend once asked him. "Whenever I deal with other people, and especially with Chinese," was the answer, "I always ask myself two questions: what idea I do not want them to have will my remark suggest to them, and what answer will my remark allow them to make to me?"

But the habit of deliberation had awkward consequences once anyhow. At a soiree a charming lady came up to Sir Robert with a rose in her hand.

"May I offer you my boutonniere?" said she, smiling. The mere fact of a question having been asked him suddenly put him instinctively upon his guard; an uncommittal look spread over his face, and to her horror, and his own subsequent amusement, he answered, "I should prefer to consider the matter before answering."

Away back in 1857 there was a "Murgery" affair—the murder of one Murgery, a Consul interpreter—which threatened serious complications and even war between England and China. Sir Thomas Wade was our Minister in Peking then, and Sir Robert Hart missed him from church on a particular Sunday. A Sunday when a Bishop was preaching. Surely something very unusual had happened—surely the "Murgery" affair had become dangerous! He promptly called on Sir Thomas Wade and found that—

"Blacker clouds than ever obscured the horizon; war was as near as flesh to bone. Luckily, the I. G. saw at once that the new contretemps was due rather to accident than design. A misunderstanding of Chinese dispatches—which are always open to several translations—had given Wade a wrong impression. The force of their contents, and the I. G. accordingly begged permission to explain the point at issue as he saw it."

Two hours later the Minister came completely round to his view, and the critical moment was safely passed.

A high service, you see, and this book puts us on the track of many so rendered.

Instead of that, the Chinese are planning the first automobile communication through the Gobi Desert between Urga and Kalgan, which will shortly be connected with Peking by rail.

## SIR ROBERT HART.

## THE LIFE-ROMANCE OF A GREAT PROCONSUL.

Sir Robert Hart, the Romance of a Great Career, told by his Niece, Juliet Brodon. London Hutchinson 6s. net.

Perhaps this book takes us as near as we are ever likely to get to the reminiscences of Sir Robert Hart. One fancied, indeed, that it was his apology for the autobiography which he should all have liked him to write, but which personal modesty and reasons of high diplomacy forbade. Short of an autobiography there could not have been a more interesting account of Sir Robert's life than this by his niece, who has had every opportunity of studying a great man and his great work. Rightly the outstanding note is the personal one, because in personality there lies the secret of every career, and that of Sir Robert Hart is here illuminated by many an intimate touch of character, many an anecdote. Rightly, too, the word "romance" is used, for in this sense we have a story to be mentioned beside that of Sir George Grey, the most romantic figure among our Victorian protagonists.

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HISTORIC EVENTS.  
It is historic Gordon's quarrel with Li Hung Chang for executing the Tai-Ping princes who surrendered after the taking of Soochow. But what happened following the execution is told by Mrs. Brodon with new detail and colour.

"When Gordon heard of it he was as angry as only a passionate nature such as his could be. The idea that his unspoken word of honour to helpless prisoners had been broken for him made him mad with fury. Out into the city he went, revolver in hand, to look for Li, and to avenge what he called the 'murder.' His sense of his own guilt was certainly morbid, morbid, too, was his treatment of the head of the Na Wang, which he found exposed in an iron lantern on one of the city gates. He brought it home, kept it for days beside him, even laying it on his bed, and kneeling and asking forgiveness beside it. The Na Wang's son he adopted into his bodyguard. No father could have treated his own child more tenderly. I believe, not once, but a dozen times, in an afternoon, he would turn to the boy and ask wistfully, 'Who are you?' receiving the same soft answer, 'I am your son,' each time with the same pleasure."

A PEACEMAKER.  
Sir Robert Hart was called in to make peace between Gordon and Li Hung Chang. "Li promptly explained his action by justifying his policy from his own point of view, and that was all," he said, "I meant to keep my word as to the Prince's safe-conduct; but when I saw those fellows come in, with their hair long, the very sign of rebellion, and only wearing the white badge of no mission in their buttonholes, I thought it such insolence that anger overcame me, and I gave the order for their execution. But it was my doing, not Gordon's, that had been violated."

At the close of the rebellion the Chinese Government wanted to suitably reward Gordon, and unsuitably offered him a sum of money. Furious at being treated as what he called "an adventurer," he chased the messenger, who brought the offer out of the camp. Marvelling at the man who refused money and not knowing what to do, the Chinese turned to the "I. G."—the Inspector-General of Maritime Customs—and Sir Robert "sounded" his friend.

"Tell Wen Hsing" (then Premier), was Gordon's answer, "that though I have refused the money, I would like a Chinese costume." Accordingly, by Imperial Decree, a costume was sent him, and on Hart's suggestion, the famous Yellow Jacket was added.

By this time Sir Robert Hart was himself firmly established in the regard and confidence of the Chinese. If there was a difficulty to solve, especially a foreign difficulty—they naturally turned to him.

"What is your secret power of settling a difficult matter?" a friend once asked him. "Whenever I deal with other people, and especially with Chinese," was the answer, "I always ask myself two questions: what idea I do not want them to have will my remark suggest to them, and what answer will my remark allow them to make to me?"

But the habit of deliberation had awkward consequences once anyhow. At a soiree a charming lady came up to Sir Robert with a rose in her hand.

"May I offer you my boutonniere?" said she, smiling. The mere fact of a question having been asked him suddenly put him instinctively upon his guard; an uncommittal look spread over his face, and to her horror, and his own subsequent amusement, he answered, "I should prefer to consider the matter before answering."

Away back in 1857 there was a "Murgery" affair—the murder of one Murgery, a Consul interpreter—which threatened serious complications and even war between England and China. Sir Thomas Wade was our Minister in Peking then, and Sir Robert Hart missed him from church on a particular Sunday. A Sunday when a Bishop was preaching. Surely something very unusual had happened—surely the "Murgery" affair had become dangerous! He promptly called on Sir Thomas Wade and found that—

"Blacker clouds than ever obscured the horizon; war was as near as flesh to bone. Luckily, the I. G. saw at once that the new contretemps was due rather to accident than design. A misunderstanding of Chinese dispatches—which are always open to several translations—had given Wade a wrong impression. The force of their contents, and the I. G. accordingly begged permission to explain the point at issue as he saw it."

Two hours later the Minister came completely round to his view, and the critical moment was safely passed.

A high service, you see, and this book puts us on the track of many so rendered.

# For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

## Guarded against Infection.

Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptic cleansing their bites.

## Perfect Personal Cleanliness.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

## Freedom from Skin Irritation.

Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

## Which meets your special need? Each suits the climate.

By Appointment to His Majesty the King.

When you feel thoroughly exhausted after a heavy day's work, begin your dinner with a BOVRIL Soup, and so ward off indigestion.

# BOVRIL

stimulates the gastric juices and immediately strengthens and invigorates the whole system.

70-2

## THE SIMPLE LIFE.

Frequently we meet Li Hung Chang—meet him as an individual as well as a statesman. Sir Robert Hart lived Li's household because of the simplicity he found there—no wearisome courses at dinner, but fish and perhaps a dish of chicken with rice. Inevitably, as it turned out, he praised this frugality to his own Chinese writer, for the remark reached Li's ears in a distorted form. Next time Sir Robert went there he had to face a grand, ceremonial banquet.

"You shall not have the chance to go away again and say that you have been fed like a coolie in my house," said the Viceroy proudly at the end of the banquet.

"Nevertheless, the very simplicity of your hospitality was what I most appreciated," the I. G. replied. "But if you believe that I could have made any such remark, and if you persist in altering the style of my reception, I shall not come to lunch with you again."

The story of the siege of the British Legation at Peking during the Boxer troubles is near enough to be within easy memory. Sir Robert Hart, of course, was in the Legation, and the "most important" message he got out of it was—

"Send quickly," the wire read, "two autumn office suits, and later two winter ditto, with morning and evening dress, warm caps, and four pairs of boots and slippers. I have lost everything, but am well. We have still an ammunition stockpile to weather."—Hart, Peking, 5 August, 1900.

A startling message like the Chinese who read it in Peking before it was put on the cable, and to those who heard of it in London a quiet message with much meaning, and therein characteristic of the sender.—Daily Chronicle.

# KEATING'S POWDER

KILLS BUGS FLEAS MOTHS BEETLES

TINS & BOTTLES ONLY.

# THE NEW FRENCH REMEDY, THERAPION

This successful remedy, used in confidential cases by the French, German, and Italian Governments, is a powerful purgative, and is the only one of its kind which does not cause any of the usual effects of cathartics, such as griping, cramps, or other distressing symptoms. It is a powerful purgative, and is the only one of its kind which does not cause any of the usual effects of cathartics, such as griping, cramps, or other distressing symptoms.

## THERAPION No. 1

is a powerful purgative, and is the only one of its kind which does not cause any of the usual effects of cathartics, such as griping, cramps, or other distressing symptoms.

## THERAPION No. 2

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is a powerful purgative, and is the only one of its kind which does not cause any of the usual effects of cathartics, such as griping, cramps, or other distressing symptoms.

The above Trade Mark is a facsimile of the word "THERAPION" and appears on British Government Stamp affixed to every genuine package.

## SINGON &amp; CO.

IRON, STEEL, METAL and HARDWARE, MECHANICAL, Wholesale and Retail Ironmongers, Pig Iron and Foundry Castings, Importers, Stationers and Shipbuilders. Nos. 35 & 37, Hong Loong Street, (2nd Street, west of Central Market) Telephone No. 515. [583]

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.



## SHIPPING.

## ARRIVALS.

CHOSUN MARU, Japanese str., 1,301, T. Suruga, 11th May—Swatow 10th May General—Osaka Shosen Kaisha.  
HAIKUN, British str., 636, J. W. Evans, 11th May—Swatow 10th May, General—Douglas, Laprak & Co.  
LAIRANG, British str., 2,224, F. Wheeler, 11th May—Singapore 5th May, General—Jardine, Matheson & Co.  
MICHAEL JENSEN, German str., 951, J. Petersen, 11th May—Wohaiwei 5th May, Salt—Jensen & Co.  
RUBI, British str., 1,619, R. W. Almond, 10th May—Manila 8th May, General—Shevan, Thomas & Co.  
SEXTA, German str., 992, N. Jensen, 11th May—Singapore 5th May, General—Chinese.  
TAMTAM, German str., 1,302, F. Binkling, 10th May—Bangkok 3rd May, General—Butterfield & Swire.  
YAWATA MARU, Japanese str., 3,816, T. Sekino, 11th May—Yokohama 1st May, Fish—Nippon Yusen Kaisha.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
11th May.  
High Thuan, French str., for Saigon.  
C. Diederichsen, German str., for Halphong.  
Fensang, British str., for Singapore.  
Hakata Maru, Japanese str., for Chinkiang.  
Kodomo, German str., for Chinkiang.  
Nikko Maru, Japanese str., for Nagasaki.  
Nanautia, German str., for Moji.  
Seagambia, German str., for Shanghai.

## DEPARTURES.

11th May.  
ALDRHAM, British str., for Kobe.  
ANCHO, German str., for Bangkok.  
CEYLON MARU, Japanese str., for Seattle.  
CHINA, American str., for Shanghai.  
GLINUBERT, British str., for Shanghai.  
HAICHING, British str., for Swatow.  
HAIHAN, French str., for Hoihow.  
HOLSTEIN, German str., for Iloilo.  
KWANGTAN, Chinese str., for Shanghai.  
MONTAGUE, British str., for Shanghai.  
ONKANG, British str., for Manila.  
TAMING, British str., for Saigon.  
TOKIN, French str., for Saigon.  
TOSHI MARU, Japanese str., for Singapore.  
WINGANG, British str., for Canton.  
YENCHI MARU, Japanese str., for Shanghai.  
YINGCHOW, British str., for Canton.

## SHIPPING REPORTS.

The British str. *Lairang* reports: Light winds and calm throughout.  
The British str. *Rubi* reports: Light variable winds, smooth sea, fine clear weather throughout.

## VESSELS IN DOCK.

May 11th.  
ABERDEEN DOCK.—*Bromhead*.  
KOWLOON DOCK.—*Y. Santia*, H.M.S. *Moore*, *Nahmullen*, *Signal*, *Tak Hing*.  
COSMOPOLITAN DOCK.—  
TAIKOO DOCK.—*Taiyuan*, *Linan*, *Tametsi*, *Shanving*, *Tjikini*, *Mopie Leaf*, U.S.A. *Helena*, U.S.A. *Semur*.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

Captain A. E. Gentles, will be despatched for the above ports TO-MORROW, the 13th inst., at Noon instead of as previously advertised.  
For Freight or passage apply to  
DAVID SASSON & Co., Ltd.  
Agents.  
Hongkong, 12th May, 1909. [698]



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT),  
Callings at SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KARACHI,  
ADEN, SUEZ AND PORT SAID.  
Taking Cargo at through rates to the EAST  
to Persian Gulf, Red Sea, Black Sea,  
JAVAN, VENICE AND ADRATIC  
PORTS.

## THE Company's Steamship

"CHINA."  
Captain Bergman, will be despatched as above on or about 25th inst.  
This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.  
For information as to Passage and Freight, apply to  
SANDER, WIEBER & Co.,  
Agents,  
Princes' Buildings.  
Hongkong, 6th May, 1909. [3]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
Callings at Timon, Port Darwin and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

## THE Steamship

"ALDENHAM."  
Captain St. John George, will be despatched as above on WEDNESDAY, 26th inst., at Noon.  
This well-known steamer is specially fitted for passengers and has a refrigerating chamber which ensures the supply of fresh provisions, ice, &c., throughout the voyage.  
This steamer is installed throughout with the Electric Light.  
A Stevedore and a duly qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 10th May, 1909. [721]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From a Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON & ANTWERP	PERA	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	About 19th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	GLINLOGAN	Brit. str.	—	McGregor	McGREGOR BROS. & GOW	On 25th inst.
HAVRE, BREMEN & HAMBURG, &c.	HEUGRAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	About end of May.
HAVRE & HAMBURG VIA STRAITS, &c.	SILBIA	Ger. str.	k. w.	V. Hoff	HAMBURG-AMERICA LINE	On 20th inst.
MARSEILLES, HAVRE & COPENHAGEN, &c.	SENKAMIA	Swed. str.	—	Bokora	MELCHERS & Co.	On 17th June.
MARSEILLES, &c. VIA PORTS OF CALL.	CANTON	Fr. str.	—	Saller	Messageries MARITIMES	Midday of June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IYO MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 25th inst., at 1 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	SURVIA	Ger. str.	k. w.	Selmer	HAMBURG-AMERICA LINE	On 25th inst., at D'Night
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	KITANO MARU	Jap. str.	—	F. F. Cop	NIPPON YUSEN KAISHA	About 2nd June.
CALLAO, IQUIQUE &c. VIA JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	—	G. Meiners	NIPPON YUSEN KAISHA	On 1st June, at Noon.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	DREYFLINGER	Ger. str.	—	Berguglan	MELCHERS & Co.	On 19th inst., at Noon.
TRISTE, &c. VIA SINGAPORE, &c.	CHINA	Aus. str.	2 m.	—	SANDER, WIEBER & Co.	About 25th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 22nd inst., at 6 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGUE	Jap. str.	—	M. Hagino	CANADIAN PACIFIC R. Co.	On 14th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	—	W. Shotton	DODWELL & Co. LTD	On 3rd June.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	SUBURIC	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 21st inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	MANILA	Ger. str.	—	E. Gathemann	MELCHERS & Co.	On 28th inst., at Noon.
AUSTRALIAN PORTS VIA THOR PORT DARWIN, &c.	ALDENHAM	Brit. str.	—	St. John George	GIBB, LIVINGSTON & Co.	On 11th June, at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	MELCHERS & Co.	About 29th inst.
KOBE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	—	F. Iske	NIPPON YUSEN KAISHA	On 14th inst., P.M.
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	—	Christiansen	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 P.M.
KOBE	AMARA	Brit. str.	—	W. Yagi	NIPPON YUSEN KAISHA	To-day, at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	Jurjames	JAVA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	TAIYUAN	Brit. str.	—	Dowson	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
NEWCHWANG	KWANGTAN	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
CHEFOO & TIENSIN	CHOSUN MARU	Jap. str.	—	T. Suruga	OSAKA SHOSEN KAISHA	On 14th inst., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & POOCHOW	SENGAMIA	Ger. str.	k. w.	Bokora	HAMBURG-AMERICA LINE	To-morrow.
SHANGHAI, YOKOHAMA & KOBE	NIPPON	Dan. str.	—	H. G. Walker	MELCHERS & Co.	On 14th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	WINGANG	Brit. str.	—	Fraser	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
SHANGHAI	YINGCHOW	Brit. str.	1 m.	T. H. Hilde, R.N.R.	P. & O. S. N. Co.	To-day, at 5 P.M.
SHANGHAI	ONKANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst., at D'Night
SHANGHAI	ANBU	Brit. str.	—	X. Kaburaki	OSAKA SHOSEN KAISHA	On 16th inst., at 10 A.M.
SHANGHAI	DAIJIN MARU	Jap. str.	k. w.	Bradley	HAMBURG-AMERICA LINE	On 17th inst.
TAMSU VIA SWATOW & AMOY	SILBIA	Ger. str.	k. w.	C. Downes	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	KUTSANG	Brit. str.	—	H. W. Kenrick, R.N.R.	MELCHERS & Co.	About 18th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	LUTZOW	Ger. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	NAMUR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., at D'Night
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	—	Messageries MARITIMES	On 24th inst., P.M.
SHANGHAI	SYDNEY	Frans. str.	—	X.	NIPPON YUSEN KAISHA	On 27th inst.
SHANGHAI, KOBE & YOKOHAMA	TAKASAKI MARU	Jap. str.	—	A. Moeker	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
SHANGHAI, MOJI & KOBE	SOSHU MARU	Jap. str.	—	K. Sugi	JAVA-CHINA-JAPAN LINE	Quick despatch.
ANPING VIA SWATOW & AMOY	TIJIMARI	Dut. str.	2 h.	de Bronckhorst	DOUGLAS LAFRAIX & Co.	To-day, at 1 P.M.
AMOY	HAIHAN	Brit. str.	2 h.	J. F. Beach	DOUGLAS LAFRAIX & Co.	On 14th inst., at 1 P.M.
SWATOW, AMOY & POOCHOW	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 6 P.M.
MANILA	ROBI	Brit. str.	1 m.	R. W. Almond	SHEWAN, TOMES & Co.	On 15th inst., at Noon.
MANILA	TEAN	Brit. str.	—	A. W. Outbridge	BUTTERFIELD & SWIRE	On 18th inst., at 8 P.M.
MANILA	YUENANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 4 P.M.
MANILA	TAMING	Brit. str.	1 m.	B. Rodger	SHEWAN TOMES & Co.	On 25th inst., at 4 P.M.
MANILA	SURANG	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 16th inst., at D'Night
HOIHOW & HAIPHONG	SURANG	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
CEN & LOILO	SURANG	Brit. str.	1 m.	G. H. Pennefather	MELCHERS & Co.	Beginning of June.
LUAT & SANDAKAN	BOERNO	Ger. str.	—	F. Sembli	NIPPON YUSEN KAISHA	On 26th inst.
BOMBAY VIA SINGAPORE & COLOMBO	BOMBAY MARU	Jap. str.	—	W. A. Evans	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMANG	Brit. str.	—	M. E. Lake	DAVID SASSON & Co., Ltd.	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	E. J. Gentes	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LAIRANG	Brit. str.	—	E. J. Tadd	Quick despatch.	
BATAVIA, CHERIBON, SAMARANG, &c.	TAIKINI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE &amp; TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SUBURIC	6,232	W. Shotton	On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to  
DODWELL & CO., LIMITED,  
GENERAL AGENTS,  
QUEEN'S BUILDINGS.  
Hongkong, 3rd April, 1909.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"DERFFLINGER" Capt. F. MEINERS	Wed'ay, 19th May, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"LUTZOW" Capt. C. DEWERS	About Wed'ay, 19th May.
MANILA, Y.A.P. NEWGUINEA, DUBLIN, SYDNEY and MELBOURNE	"MANILA" Capt. E. GATHEMANN	Friday, 21st May, at 10 A.M.
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. F. ISKE	About Saturday, 29th May.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBLI	Beginning of June.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
GENERAL AGENTS HONGKONG & CHINA.  
Hongkong, 6th May, 1909. [5]

## CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a regular schedule service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong.  
"EMPEROR OF INDIA" Sat., 22nd May.  
"EMPEROR OF JAPAN" Sat., 12th June.  
"EMPEROR OF CHINA" Sat., 3rd July.  
"MONTEAGLE" Wed'ay, 14th July.  
"EMPEROR OF INDIA" Sat., 21st July.  
From St. John on Quebec.  
"EMPEROR OF IRELAND" Fri., 18th June.  
"ALLAN LINER" Friday, 9th July.  
"EMPEROR OF IRELAND" Fri., 30th July.  
"ALLAN LINER" Friday, 30th Aug.

"Emper" Steamships leave HONGKONG at 5 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Co's NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class (via Canadian Atlantic Ports or New York) £7.10 and 1st Class Railway £43 £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.  
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.  
Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.  
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays, opposite Blake Pier.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"SYDNEY" Capt. X	On 24th May, P.M.
MARSEILLES VIA PORTS	"OCEANIE" Capt. Solier	On 25th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lancelin	On 7th June, P.M.
MARSEILLES VIA PORTS	"POLYNESE" Capt. Broc	On 8th June, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27/10s. up to 27/10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to  
P. DE CHAMPMORIN, AGENT,  
Queen's Building.  
Hongkong, 12th May, 1909. [2]

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DELTA."  
Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, &c. on SATURDAY, the 15th May, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "INDIA", 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
Silk and Valuables, all cargo for France and Teo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the s.s. "ARABIA" due in London on the 26th June, 1909.  
Passes will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 3rd May, 1909. [1]

## "GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

## THE Steamship

"GLENLOGAN."  
Captain McGregor, will be despatched as above on TUESDAY, the 25th May, 1909.  
For Freight or passage apply to  
McGREGOR BROS. & GOW.  
Hongkong, 28th April, 1909. [67]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STRAITS NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars, apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1898. [9]

Quick despatch.

To-day, at 1 P.M.

On 14th inst., at 1 P.M.

On 14th inst., at 6 P.M.

On 15th inst., at Noon.

On 15th inst., at 8 P.M.

On 16th inst., at 4 P.M.

On 16th inst., at D'Night

On 15th inst., at 4 P.M.

On 26th inst.

On 18th inst., at 3 P.M.

To-morrow, at Noon.

On 21st inst., at Noon.

Quick despatch.

On 14th inst., at 1 P.M.

On 14th inst., at 6 P.M.

On 15th inst., at Noon.

On 15th inst., at 8 P.M.

On 16th inst., at 4 P.M.

On 16th inst., at D'Night

On 15th inst., at 4 P.M.

On 26th inst.

On 18th inst., at 3 P.M.

To-morrow, at Noon.

On 21st inst., at Noon.

Quick despatch.

On 14th inst., at 1 P.M.

On 14th inst., at 6 P.M.

On 15th inst., at Noon.

On 15th inst., at 8 P.M.

On 16th inst., at



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
SHANGHAI	OCEANA	5 P.M., 12th May } Freight and Passage.
LONDON via USUAL PORTS	DELTA	Noon, 15th May } See Special of Call
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO	PERA	About 19th May } Freight only.
SAID and MARSEILLES		
SHANGHAI, NAGASAKI, NAMUR		About 20th May } Freight and Passage.
MOJI, KOBE and YOKOHAMA		

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th May, 1909.

## CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YINGCHOW"	On 13th May, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 14th May, 4 P.M.
CEBU and ILOILO	"SUNGKANG"	On 15th May, 4 P.M.
SHANGHAI	"ANHUI"	On 16th May, 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 16th May, 4 P.M.
MANILA	"TEAN"	On 18th May, 3 P.M.
CHEFOO and TIENTSIN	"KUEICHOW"	On 18th May, 4 P.M.
SHANGHAI	"CHINHUA"	On 20th May, 4 P.M.
NEWCHWANG	"KWEIKANG"	On 21st May, 4 P.M.
SHANGHAI	"CHENAN"	On 23rd May, 4 P.M.
MANILA	"TAINING"	On 25th May, 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

Hongkong, 12th May, 1909.

BUTTERFIELD &amp; SWIRE,

AGENTS.

11.

## DOUGLAS STEAMSHIP CO., LIMITED.

### HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	WEDNESDAY, 12th May, at 1 P.M.
"HAITAN"	SWATOW, AMOY & FOCHOW.	FRIDAY, 14th May, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK &amp; Co.,

GENERAL MANAGERS.

Hongkong, 10th May, 1909.

10.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
ANPING via SWATOW,	"SOSHU MARU"	WEDNESDAY, 12th May, at 10 A.M.
AMOI		
SHANGHAI via SWATOW,	"CHOSHUN MARU"	FRIDAY, 14th May, at 10 A.M.
AMOI & FOCHOW		
TAMUI via SWATOW,	"DAIJIN MARU"	SUNDAY, 16th May, at 10 A.M.
AMOI		

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 12th May, 1909.

T. ARIMA, Manager.

13.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"WINGSANG"	Friday, 14th May, Noon.
MANILA	"LOONGSANG"	Friday, 14th May, 4 P.M.
COBE	"AMARA"	Monday, 17th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 18th May, 3 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Friday, 21st May, Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Friday, 21st May, Noon.
MANILA	"YUENSANG"	Friday, 21st May, 4 P.M.

### RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

† Taking Cargo on through Bills of Lading to Kaitai, Lahad, Datu, Simporna, Tawao, Urukun, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd.,

GENERAL MANAGERS.

Hongkong, 11th May, 1909.

16.

## HONGKONG-MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	H. W. Almond	Manila	On 15th May, Noon.
ZAFIRO	2540	E. Rodger	Manila	On 22nd May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES &amp; Co.,

GENERAL MANAGERS.

Hongkong, 6th May, 1909.

14.

## HAMBURG-AMERIKA LINIE HAMBURG.

### EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports, and all the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

### NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, YOKOHAMA & KOBE:	For HAYRE, BREMEN & HAMBURG:
S.S. SENEGAMBIA ... 13th May	S.S. SILESIA ... 20th May
S.S. SUEVIA ... 17th May	S.S. BELGRAVIA ... About end of May
S.S. ISTRIA ... 29th May	
S.S. BRASILIA ... 9th June	For MARSEILLES, HAYRE & HAMBURG:
S.S. SEGOVIA ... 17th June	S.S. SUEVIA ... 8th June
S.S. C. FERD. LAETZ ... 26th June	
S.S. SLAVOIA ... 10th July	For HAYRE & HAMBURG:
	S.S. SENEGAMBIA ... 17th June

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 12th May, 1909.

Hongkong Office.

12.

## EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. R SSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC Co., LD. GOTHENBURG.

### PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"NIPPON"	Middle of May.
MARSEILLES, HAYRE, COPENHAGEN and GOTHENBURG	"CANTON"	Middle of June.

For Further Particulars apply to

MELOCHERS &amp; Co.,

Hongkong, 8th May, 1909.

AGENTS.

6.

## NIPPON YUSEN KAISHA.

### EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June.
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July.
MISHIMA MARU	(Capt. A. E. MOORE)	About Wed. 25th August.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 8th May, 1909.

193.

## NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	IKO MARU	6500	WEDNESDAY, 26th May, at Daylight
VICTORIA, B.C., SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	KAGA MARU	6500	TUESDAY, 25th May, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU	5000	FRIDAY, 14th May, at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU	6000	FRIDAY, 11th June, at Noon.
YOKOHAMA	WEDDAY	6000	WEDNESDAY, 12th May, at Noon.
YOKOHAMA	BEINGO MARU	6000	FRIDAY, 14th May, at Noon.
KOBE and YOKOHAMA	BOMBAY MARU	5265	MONDAY, 26th May, at Noon.
BOMBAY via SINGAPORE, COLOMBO and PORT SAID	TAKASAKI MARU	5000	THURSDAY, 27th May, at Noon.
SHANGHAI, MOJI and KOBE		5000	

\* Calling at Keelung.

† Fitted with New System of Wireless Telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 12th May, 1909.

T. KUSUMOTO,

MANAGER.

15.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON-OR ABOUT
TJIKINI	JAPAN	First half of May	JAVA	First half of May
TJIMAH	JAVA	First half of May	AMOY	First half of May
TJIBODAS	JAPAN	First half of June	JAVA	First half of June
TJILIWONG	JAVA	First half of June	JAPAN	First half of June
TJILATJAP	JAVA	Second half of June	SHANGHAI	Second half of June
TJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports, on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 12th May, 1909.

Telephone No. 375.

118.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUITUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. HONGKONG MARU	6000 tons gross	Sail June 1st, at Noon.
S.S. MANSHU MARU	5000 "	July 1st, at Noon.
S.S. AMERICA MARU	6000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 5th May, 1909.

1402.

**SOUTH MANCHURIA RAILWAY**

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Sakiko Maru" (2,877 tons each) as follows:—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday	Sunday
11 a.m.	11 a.m.	Sunday	Tuesday
8.50 p.m.	8.50 p.m.	"	"
9.15 p.m.	9.15 p.m.	"	"
5 a.m.	5 a.m.	Monday	Wednesday
6.55 a.m.	6.55 a.m.	"	"
3 p.m.	3 p.m.	"	"
Connecting at Harbin with { State Express for Moscow, Wagon-Lits for Moscow, State Express for St. Petersburg }			

SOUTH-BOUND.			
Leave—Dairen	Arrive—Changchun	Tuesday	Thursday
5.37 p.m.	5.37 p.m.	Thursday <td>Saturday</td>	Saturday
7 p.m.	7 p.m.	"	"
2.10 a.m.	2.10 a.m.	Wednesday <td>Friday</td>	Friday
2.30 a.m.	2.30 a.m.	"	"
12.30 p.m.	12.30 p.m.	"	"
afternoon	afternoon	"	"
9 a.m.	9 a.m.	Friday	Sunday
* Russian Train time is 25 minutes earlier than S. M. E. time.			

TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "YAMATO")

At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add.: "MANCHURIA" Codes: A.B.C., 5th Ed., A.I. and Lieber's. 137-722

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